

# River Road Study Committee Full Committee Meeting

July 27, 2016

# Agenda

- 1. Continued Discussion and Possible Vote on Draft Zoning Criteria**
  - a. Parking
  - b. FAR
  - c. Height (including proposed lot coverages)
  - d. Sidewalk Widths
  - e. Uses
  - f. Design Standards and Guidelines

# Parking Discussion Recap

## June 13, 2016 Committee Meeting

Committee straw vote to eliminate a district-wide cap on parking, to use parking maximums by use and the corresponding ratios recommended by Pam McKinney to regulate parking.

### *Key Discussion Points :*

- Committee identified early on in the process that there is an opportunity to employ reduced parking requirements in an area that is rich with transit and because the Committee is considering uses that are not as parking intensive.
- Parking maximums are a solution for ensuring that parking is not overbuilt, especially if FAR is not going to be used.
- Proposed ratios are viable especially where future BP garage could serve as a relief valve.
- Developers do not want to build more parking than is necessary
- Need to have some regulations for predictability (Town and Developer).
- Developers may find a range challenging because of uncertainty of how standards would be applied to specific project during the permitting process.

## SECTION 6.02, Paragraph 1, TABLE OF OFF-STREET PARKING SPACE REQUIREMENTS

		RESIDENCE***	PUBLIC ASSEMBLY***	INSTITUTION	RETAIL & OFFICE			INDUSTRIAL	WAREHOUSE & OTHER
		(Number of Spaces per dwelling unit)	(Number of seats requiring one space)		General		Medical & Dental		
					Ground Floor	Other			
						(Number of square feet of gross floor area requiring one space)			
ZONING DISTRICT DEFINED BY MAXIMUM FLOOR AREA RATIO	0.15	2	3	350	200*	400*	200*	800*	1200*
	0.20								
	0.25								
	0.30								
	0.35								
	0.40	2.0/2.3**	4	450	200	400	200	800	1200
	0.50								
	0.75								
	1.00	2.0/2.3**	5	550	350	600	250	800*	1200
	1.50								
1.75									
2.00									
2.50									

1. For the G-(DP) Special District, parking requirements shall be the same as those districts with a maximum floor area of 1.0, except as otherwise provided for in **Section 5.06.4.g**.

\*Applicable to nonconforming uses.

\*\*The greater requirement shall be provided for each dwelling unit containing more than two bedrooms and for each attached single-family dwelling containing two or more bedrooms. Bedrooms shall include any habitable room containing at least 100 square feet of area which could be converted to a bedroom other than a bathroom, kitchen, or living room.

\*\*\*For use 8A. Limited Service Hotel in the G-1.75 (LSH) Limited Service Hotel District, the minimum number of spaces for each dwelling unit shall be 0.5 and no additional spaces shall be required for floor areas used for eating, drinking, dancing, meeting halls or similar purposes.

**§6.02**, paragraphs 2. through 7. contain additional requirements by type of use.

# McKinney Presentation – 5/18

## Development Considerations

### *Feasibility Parameters*

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#### Market Feasible Uses

- Commercial – hotel and office
- Residential – senior housing and micro housing
- Retail – ancillary to above grade uses
- Restaurant - destination

#### Market Feasible Density

- Defined by program requirement (critical mass and scale) and desired form (height and mass) not FAR
- Use programs have been tested for feasibility and appear reasonable

#### Market Feasible Parking

- Hotel (market min .4 per key)
- MOB/General (market min. 1.5/1,000 RSF)
- 55+ Age restricted & Independent Living housing (market min. 1.0 per unit)
- Assisted Living & Memory Care (market min. .5 per unit)
- Micro Housing (market min. .5 per unit)
- Co-Working Office (market min .75 per 1,000)

<b>RIVER ROAD STUDY COMMITTEE</b>
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### Overlay District Zoning By-Law

#### Proposed Parking Ratios

Use	Minimum Ratio	Maximum Ratio
A. Hotel (all types)	A. 0.3 spaces per room	A. 0.5 spaces per room
B. Multi-Family Residential Age 55+	B. 0.75 spaces per dwelling unit	B. 1.25 spaces per dwelling unit
C. Multi-Family Residential Micro Units	C. 0.25 spaces per dwelling unit	C. 0.75 spaces per dwelling unit
D. Live – Work Studios	D. 0.5 spaces per studio	D. 1.25 spaces per studio
E. General Office	E. 1.5 spaces per 1,000 SF	E. 2.5 spaces per 1,000 SF
F. Medical Office	F. 1.5 spaces per 1,000 SF	F. 2.5 spaces per 1,000 SF
G. Retail	G. 1.5 spaces per 1,000 SF	G. 2.5 spaces per 1,000 SF
H. Restaurants	H. 1.0 spaces per 1,000 SF	H. 3.0 spaces per 1,000 SF
I. Mixed Use	I. Pro-rata	I. Pro-rata

#### Minimum Parking Ratio Reductions

Use	Minimum Ratio Reduction Formula
Residential (B, C & D)	Zip Car: 1 Zip Car space = 5 minimum spaces
Commercial (E, F, G, & H)	On Street Parking: (within 50 feet of building main entrance): 2 on-street spaces = 1 minimum space
Commercial (E, F, G, & H)	Valet Parking: Reduce minimum parking by 25%
Mixed Use – Office & Restaurant (E, F, & H)	Shared Parking: Reduce total minimum parking by 25%
All Uses (A – I)	Bike Storage - Enclosed Interior Room: 5 bikes = 1 minimum space
Transit Demand Management	Adjustments for shuttle van to LMA, discount T passes?

# Proposed Parking Ratios

Uses	Maximums
Hotel	.40 per room
55+ Housing	1.0 per unit
Micro Units	.50 per unit
Live/Work Space	.50 per unit
MOB/Gen Office	1.5 per 1K RSF

# FAR Discussion Recap

## June 13, 2016 Committee Meeting

Committee straw vote **not** to use FAR to regulate the size and form of buildings.  
*Recommendation* to reference FAR in WA explanation.

### *Key Discussion Points:*

- FAR is not a predictable means of regulating scale as different uses have different floor height requirements.
- Developers feel entitled to the maximum FAR allowable, which does not always equate to an attractive design or a better building.
- FAR has been used as a tool in our existing zoning to protect more traditional residential abutters from neighbors that might otherwise overbuild. This area has a different context so the traditional FAR approach may translate as well here.
- Desire to take a form-based approach towards regulating the scale of future buildings in this district and using FAR is not a preferred method of accomplishing that goal.
- Focus on building form, design and aesthetics. Shorter/fatter ≠ better/attractive



# Height Discussion Recap

## July 13, 2016 Committee Meeting

Committee voted the following:

- Additional height may be granted up to 110' for principal uses 8 (hotel) and 8A (limited service hotel) only on lots within X feet of Washington Street for no more than 60% of the lot area.
- Additional height may be granted up to 85' for principal uses 8 (hotel) and 8A (limited service hotel)

- *Key Discussion Points:*

- Shadows do not appear to reach the roof line of the Village Way residences which indicates that there are likely minimal impacts given the yards are already well shaded via a 6' fence and mature trees.
- None of the 3 hotel massing options has a greater impact on the park than the other.
- Roof top mechanical shadows should be accounted for.

- *Committee requested that staff:*

- Further refine the zoning language to ensure that mid-building heights for the proposed hotel and upper floor heights for the buildings in the rest of the district are limited only to a certain amount of the lot area.

# Height Discussion Continued:

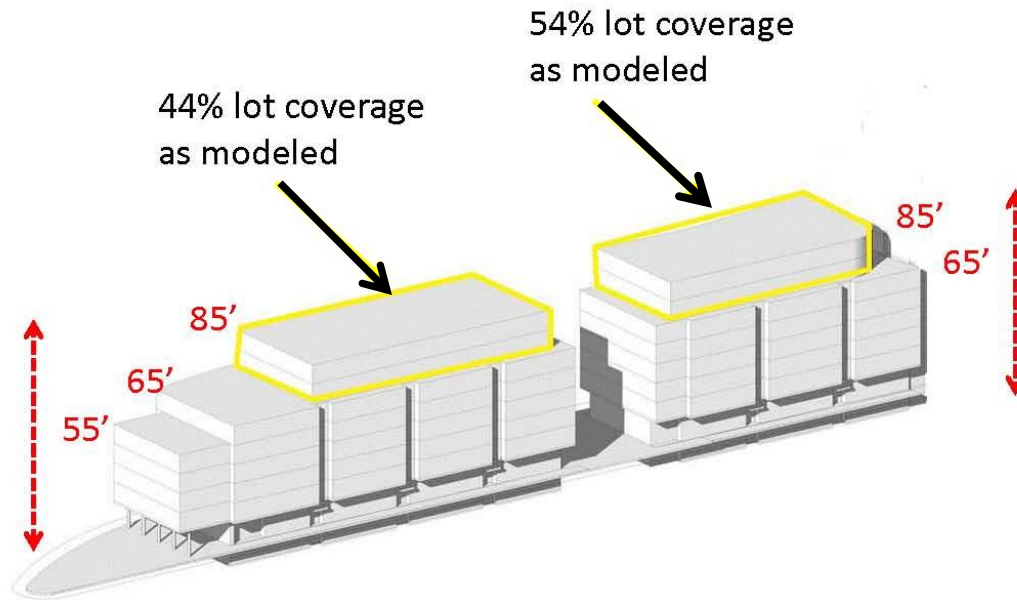
**Problem:** How will zoning ensure we do not end up with block mass on top of block mass with no stepping of upper floors?

**Proposed Solution:** Capping lot coverage % for upper floors above 65'.

**Why this works:**

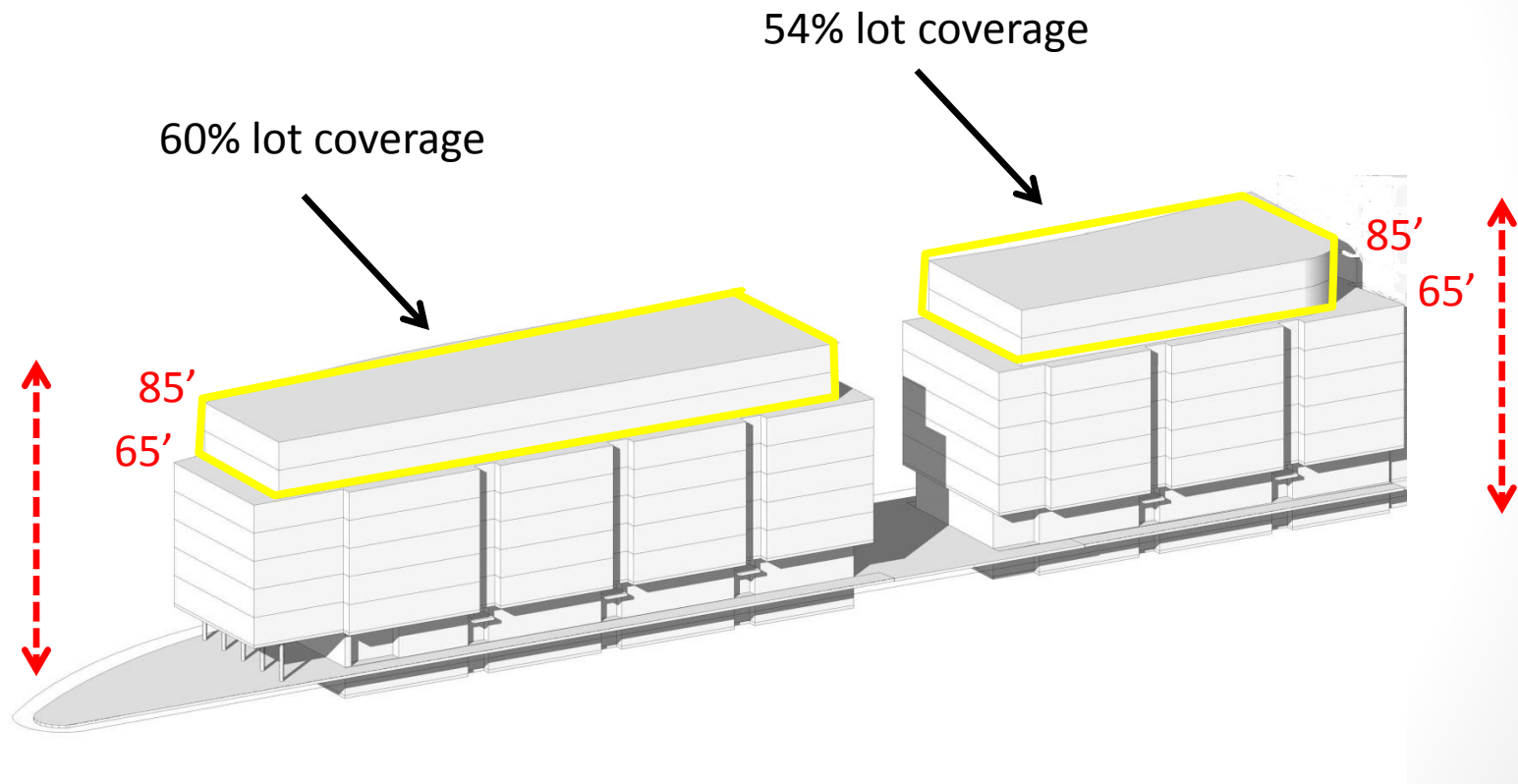
- Guarantees that upper floors do not encompass the entire site (no blocks on top of blocks).
- Allows flexibility for where/how upper floors are located/articulated in relation to the site.

# Lot Coverage % – Current Massing Model



Area outlined in yellow exceeds 65' in height. Draft zoning proposes to limit building heights above 65' to no more than 60% of lot coverage in balance of the district.

# 60% Lot Coverage Example



# Sidewalk Width Discussion Continued

## July 13, 2016 Committee Meeting

### *Key Discussion Points:*

- Allowing for the sidewalk width to be reduced addresses challenges at the northern end of River Road and the pinch point on Washington Street.
- Claremont illustrated why they are not able to increase the width at the pinch point to more than 8'.
- Requiring a SP for reducing sidewalk width in limited areas gives the town leverage in future discussions while allowing for some flexibility in areas where we know achieving the required width will be challenging.

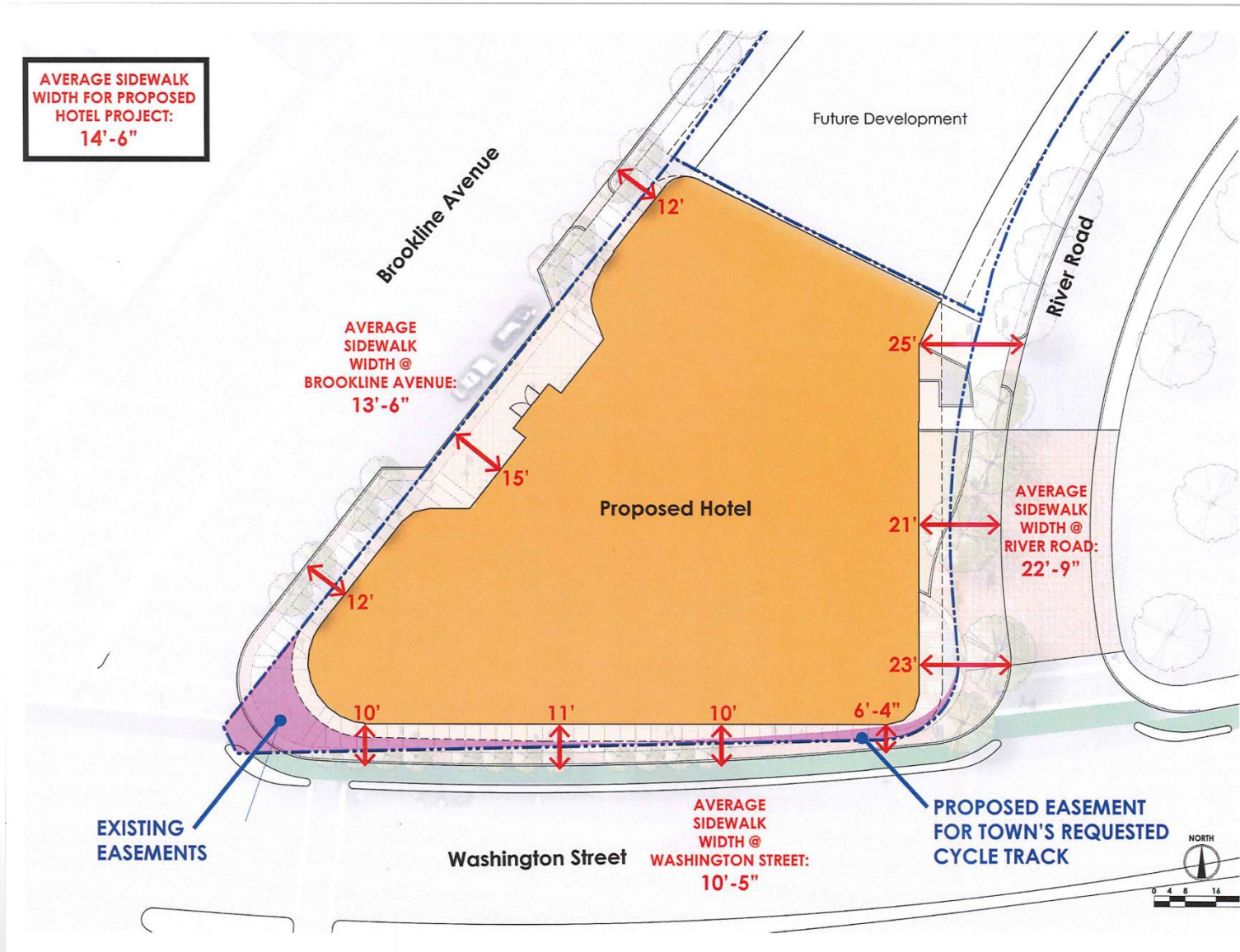
### Committee voted the following:

- The minimum sidewalk width for Brookline Ave and River Road shall be 12'. The minimum width for Washington Street shall be 10'. The minimum width may be reduced by Special Permit to no less than 8' only on River Road and Washington Street in limited areas.

### *Committee requested that staff:*

- Further refine the draft zoning language to reflect the voted widths and to incorporate language for special permit relief only for impacted areas.

# Claremont Proposed Sidewalks



# Use Discussion

## **Problems:**

- How can the zoning ensure that the existing businesses can remain in the event a developer would like to retain them as tenants?
- How can the zoning ensure that we are encouraging active ground floor uses?

**Proposed Solution:** *Include language that allows those use types to remain, but cap the % of the building that use may occupy.*

## **Why this works:**

- Allows flexibility to allow the existing businesses to remain in their current or a modified format in the event that a Developer would like to retain them as tenants.
- Prioritizes active uses over more service use-oriented businesses.

# Design Standards and Guidelines Discussion

## ***Problem Statement:***

- To what extent can the zoning ensure all future buildings facades are of the highest quality?

***Proposed Solution:*** Include flexible language requiring building facades to be well designed/articulated AND advance a set of design guidelines to be used by the Planning Board and future Design Advisory Teams to inform their discussions.

## ***Why this works:***

- Requires articulation via materials, massing, etc. while still being flexible.
- Design guidelines fill a void that was left in zoning/design standards in previous overlay zoning efforts.